

INTIMATIONS:

KONG, CANYON, AND MACAO
 MIDWAY COMPANY, LIMITED.
 EXCURSION TO MACAO.
 "HONAN" will make a Trip to
 MACAO and BACK on SUNDAY, the
 14th inst. leaving Hongkong at 8 A.M., and
 9 P.M.
 1st Class Fare to Macao and back \$2. No
 Steals. Tickets to be purchased at the
 "S" Office.
 Passengers can have breakfast and dinner
 at the steamer by leaving notice at the
 "S" Office. Addressed to the PURSER "HONAN" not
 later than 5 P.M. on SATURDAY, the 14th inst.
 P. A. DA COSTA,
 Secretary.
 Hongkong, 14th July, 1888. [1331]

That **THURSTON** in the afternoon,
 late consideration a proposal for the
 of a **MEMORIAL** in honor of the
ARTHUR KENNEDY, and to dis-
 at steps should be taken to accomplish
 subject. **CHAS. W. H. SA. GRACE**
 who has kindly consented to preside.
 of the community interested in the
 at are cordially invited to attend.
 (Comp. 12th July, 1893. [1332]

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES
QUEBOTS POSTE FRANCAIS.
 Company's Steamship
 "GODAVERY."
 Du Temple will be despatched for
 Y. the 12th instant, at FIVE P.M.
 K. DE CHAMPEAUX,
 Agent.
 (Comp. 12th July, 1893.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
QUEBOTS POSTE FRANCAIS.

"SINDH,"
Laguerre, will be despatched for
SINGAPORE.
MORROW, the 13th inst, at SIX A.M.
G. DE CHAMPEAUX,
Agent.
Yokoh, 12th July, 1885.

FOR SYDNEY AND MELBOURNE,
(CALLING AT BOMBAY).
Steamship

"CHANG CHOW,"
A White, will be despatched on or about
the instant.
The vessel has unusually good Cabin Accom-
modation, situated amidships, upon the upper
Freight or Passage, apply to
THURSFIELD & SQUIRE, Agents,
Yokoh, 16th July, 1885. (1315)

BY LONDON, VIA SUEZ CANAL.
 The Company's Steamship
 "ORESTES,"
 is a Webster, will be despatched on or about
 at instant.
 Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 11th July, 1885. [1209

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING OF
SHAREHOLDERS in the above Com-
pany will be held at the Company's Office,
No. 5, Queen's Road, Victoria, Hongkong,
on FRIDAY, the 14th day of June, 1883, at
10 O'CLOCK, where the Resolution Passed at
the Extraordinary Meeting of the Company
on the 19th day of June, 1883, will be sub-
mitted for confirmation as a Special Resolu-
tion.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 12th July, 1883. [1191]

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No. 5, Queen's Road, Victoria, Hongkong,
on FRIDAY, the 14th day of June, 1883,
at 6 O'CLOCK P.M., where Resolutions will be
submitted for confirmation as a Special Resolu-
tion.

Articles of Association be altered in
By Order,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 12th July, 1883. [1192
HONGKONG CANTON AND MACAO

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
at the Office of the Company, No. 52
's Road, on MONDAY the 24th July
at THREE O'CLOCK in the afternoon,
for the purpose of receiving a Report of
the Directors together with a Statement of Accounts
showing a Dividend, and electing Directors
Auditors.

Order of the Board of Directors.
P. A. DA COSTA,
Secretary.

HONGKONG, 10th July, 1883. [1311]

HONGKONG, CANTON, AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE.

pany will be CLOSED from the 17th to
18th instant, inclusive.
Order of the Board of Directors.
P. A. DA COSTA,
Secretary.
Hongkong, 10th July, 1888. [1312]

HONGKONG HOTEL COMPANY,
LIMITED.
NOTICE TO SHAREHOLDERS.
THE HALF-YEARLY ORDINARY
MEETING OF SHAREHOLDERS IN
Company will be held at the Company's
Office on TUESDAY, the 31st July, 1888, at
10 O'CLOCK in the afternoon, for the pur-
pose of receiving a Report of the Directors
together with a Statement of Accounts, declar-
ing Dividend and electing Directors and
Auditors.
THE TRANSFER BOOKS of the Company
will be CLOSED from the 18th to 31st instant,
both days inclusive.
Order of the Board of Directors.
LOUIS HAUSCHILD,
Secretary.
Hongkong, 11th July, 1888. [1325]

LANE, CRAWFORD & Co.

AUSTRIAN BENT WOOD FURNITURE. Ebonized Frames, very strong and well finished.

SANITARY WIRE MATTRESSES. can be fitted to any bed, very cool for summer.

ARTISTIC FIREPLACE SCREENS AND STOVE DECORATIONS.

"THE NAUTICAL GRAVE."

The latest Artistic Grate, in which the great waste of heat of open Chimneys is avoided, it causes a slow combustion fire, bright, cheerful and free from ash; consumption being about 14 lbs. Coal per hour. In summer the Grate can be removed leaving a pretty tiled recess in which Flowers and Plants may be placed.

FLORELL WARE

The new Table Decorations, also Ruby, Amber, Gold Mottled and other pretty Flower Stands.

LANE, CRAWFORD & Co.

Hongkong, 3rd July, 1893. [632]

NOTICE.

A. S. WATSON AND CO.,

FAMILY AND DISPENSING CHEMISTS.

By Appointment to His Excellency the Governor and his Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS, PENINSULA.

PATENT MEDICINE VENDORS, DROUGHTS, SUNDRIES.

And

ABERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or

HONGKONG DISPENSARY. [23]

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Correspondents are requested to forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication.

After that time the supply is limited.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

BIRTH.

At Mexico, on the 9th instant, the wife of ALEXANDER A. DOUGLAS, of a daughter.

[189]

The Daily Press.

HONGKONG, JULY 12th, 1893.

A GENERAL feeling having manifested itself in the Colony that some steps should be taken to perpetuate the memory of the late Sir ARTHUR KENNEDY, G.C.M.G., C.B., Governor of Hongkong during 1871-76, a public meeting will be held at the City Hall on Saturday next, the 14th inst., at three o'clock in the afternoon, to discuss what form this should take and to appoint a Committee.

A considerable amount of private support has already been promised to the movement by both Europeans and Chinese. The idea was only mooted yesterday morning, we understand, and has been taken up so warmly that there is no doubt a sufficient sum will be collected to secure a memorial worthy of the good Governor whom it is designed to honour.

We have so recently given expression to our opinion of the conspicuous merits of Governor KENNEDY that there is no necessity now to enlarge upon them; he was esteemed and beloved, not by a class but by the entire community. The movement to support which the meeting has been arranged will, we venture to say, be universally and heartily supported, the daily probable difference of opinion being as to the form the memorial should take.

There are, of course, many ways of doing honour to the memory of a public man. A statue, a memorial window in the Cathedral, a drinking fountain, a *post-lice*, scholarships at the educational establishments of the Colony, a new hospital, as a symbol for the people, a fund for the relief of the poor, &c. Of all these we are inclined to think that a good bronze statue would be the most suitable, as being the most certain to keep before the community, and all who come after them, the memory of a good man who not only furnished us with a bright example of duty nobly done, but who, by his unswerving efforts, succeeded in conferring substantial benefits upon the Colony.

It is unfortunate that in Hongkong we have no means of obtaining statistics of the trade of the port. The only figures available are those relating to shipping given in the Harbour Master's annual report, and these, valuable as far as they go, convey only a very vague idea of the volume of the import and export trade of any particular year.

In Singapore, which is also a free port, trade statistics are collected, and although they can be said to be only approximately correct, as owing to the fact of Singapore being a free port there is no means compelling merchants to supply the returns, they are nevertheless extremely valuable as affording data for the comparison of one year's trade with that of another. In his report for 1892, the Master Attendant of Singapore has to chronicle a considerable increase both in the imports and exports over those of the preceding year, and it is satisfactory to notice that the trade both with the East and West coasts of the Malay Peninsula has been greatly extended. The total imports of Singapore in 1892 amounted in value to \$7,446,976, an increase of \$5,444,296 on the preceding year, while the exports amounted to \$51,192,495, or \$3,191,270 more than in 1891. This increase has been almost continuous since 1870, when the imports were valued at \$39,058,564 and the exports at \$31,781,022. There have been occasional fluctuations, but taking the dozen years together we find that the trade of the place, as measured by its value, has almost doubled itself within that period. Measured by its bulk it must have more than doubled, as prices are now very much lower than they were then. The

same remark must be borne in mind in comparing the past and present foreign trade with China. In reviewing the Customs Returns, the Shanghai correspondent of *The Times* says:—"The steady and continuous increase in the volume of foreign trade since the Treaty of Tientsin is matter of great satisfaction. It has not risen by leaps and bounds, but slowly and steadily, and, as one may reasonably infer, all the more surely. In 1865 the total of imports and exports was 110 million *hai* (about 140,000 tons), during the 18 years that have since elapsed has only been some 50 per cent., not an extraordinary increase certainly, considering the number of new points that we had just then tapped, and the enormous area over which our goods might spread. Still, a progress there has been, uninterrupted from first to last save by temporary ebbs and flows, and it is in reality greater than it looks, because the prices of nearly all articles, especially Manchester goods and tea, have declined materially during the period in question. Measured by quantity instead of by value, the trade has probably developed nearly 100 per cent." If returns of the trade of Hongkong were available we fancy they would show an even more marked increase, for not only has the trade with China and Great Britain increased, but a valuable Australian trade has been developed, as well as trade with other parts of the world. Taking the English returns, we find the imports from Hongkong in 1891 amounted in value to £1,015,716, as against £778,068 in 1885, while the exports to Hongkong were £9,900,189, as against £1,587,947 in 1885. Turning to the returns supplied by the Harbour Master in his last report we find the total tonnage (native and foreign) entered at Hongkong in 1892 was in round numbers 5,000,000 as against 2,500,000 in 1887. The foreign tonnage had risen during that period from 1,800,000 to 3,200,000, and it is safe to infer that the value and volume of the trade have risen in the same ratio as the tonnage engaged in its conveyance. Similar increase is observable in the trade of India and other Eastern markets. The readiest means of measuring the whole of the trade of the East, together with part of that of Australia, is to take the amount of shipping passing through the Suez Canal. We have not got complete figures before us on this point, but at the recent meeting of shipowners and others interested in the promotion of a second canal it was stated that the Suez Canal traffic had grown from four-and-a-half million tons in 1880 to seven million tons in 1892. Those who are most competent to judge were, it was said, of opinion that steamships in the Indian trade were increasing at such a rate that the Canal traffic was certain to exceed ten million tons before a second canal could be built, and it was contended, having regard to the serious inconvenience which are experienced with the present traffic, that the conduct of the business will become almost impossible when it grows to ten million tons, unless there be a second canal by that time. In this increase predicted by those whom we may assume to be good authorities, Hongkong will take an appreciable share, and the outlook for the Colony, we take it, is a favourable one. Profits are not so large in proportion as they were in "the good old days," but the larger volume of the trade makes up, at all events in the manufacturer, for this, while even the merchant out here receives compensation for his shrunken profit by the diminution of risk in his transactions. As the trade continues to grow more rapidly than required. Already the want of space in the business part of the town of Victoria is severely felt. The first and most obvious remedy lies in the removal of the naval and part of the military establishments from the centre of the town, which would throw open a large extent of valuable ground to business uses, and at the same time, by removing the barrier those establishments constitute between the east and west, would render the land to the eastward more useful. With a tramway running along the whole length of a continuous Praya, the town would be well provided with the means of intercommunication between its several parts, and the effect would necessarily be, by facilitating business, to foster the still more rapid growth of our steadily increasing trade.

Telegrams for Bangkok are forwarded by mail sailing at Singapore at 2 and 4 p.m. to-day, the 12th inst.

The delivery of the French mail was begun at 6.30 yesterday evening. The mail reached the Post Office at 5.30.

The loss of the American ship *Malabala*, Captain Davis, 1,186 tons, is reported by the Italian *Corriere della Sera*, which arrived at Singapore on the afternoon of the 25th June, bringing on the survivors from Anjer.

The Hongkong, Canton, and Macao Steamship Co. announce another of their popular excursions to Macao. The favourite steamer *Comet* will leave here at 8 a.m. on Sunday next for the Holy City, and start on the return trip at 9 p.m.

The prisoner who was captured on Tuesday after escaping from custody on Saturday was brought before the Police Court yesterday and charged with the above offence. (He was committed to take his trial at the next Criminal Sessions of the Supreme Court.)

We are glad to note that a movement is on foot in the Colony for the erection of a memorial to Sir ARTHUR KENNEDY, the Governor of Hongkong, who died on the 25th June, 1893. The question is advertised to take place at the City Hall on Saturday afternoon, at three o'clock, under the presidency of Sir George Phillips.

Two fresh cases of cholera occurred on the 10th of Tuesday—later in the day than the report received by us and published yesterday—and one died. The report up to 4 p.m. yesterday was as follows:—No new cases occurred. The patient reported yesterday is better. One case fever on 10th, and one case fever and one case diarrhoea on 10th.

The following items from the *London and China Express* of the 9th ult.:

The Marquis of Northampton has received a donation of £5 from the Royal College of Music, towards the same office also two subscriptions of 10s. each for the same object.

The *Italy*, composite gun-boat, Commander Richard Evans, recently returned from China, will call at Hongkong on the 12th inst. The vessel was on long service and good conduct has been awarded to G. E. Shute, captain's coxswain, of the *Italy*.

Sir W. G. Armstrong, Mitchell and Co., the shipbuilders on the Tyne, has obtained a contract to build two steamers for the *Klondike* and *Yukon* rivers.

The agents, who are our readers know, are now in the country, have also chartered two steamers for the purpose of the company was conveyed.

The Chinese ironclad corvette *Ting Yuen*, constructed by the Valencian Company of Stettin, underwent her official trials at Stettin, on the 10th inst. The vessel is 1,100 tons, and is armed with 10 150 mm. guns. She attained a speed of 15.8 knots.

Prince Prinslow, the Chinese Minister in London, accompanied by Kiang Nai To, First Secretary of the Legation, has arrived at the Legation to negotiate a convention with the Dutch Government on the subject of the one recently concluded with this country.

The following gentlemen were called to the bar on the 6th inst. by the Honourable Sir James Macleod, the Chief Justice of the Colony:—Mr. W. D. Macleod, M.A., University of Aberdeen, holder of a Studentship in Jurisprudence and Roman Law, at the University of Edinburgh, Bachelor of Law, Town Hall, London.

An iron screw steamer of 500 tons measurement, and 80 indicated horse power, built to the order of the Crown Agents for the Colonies, for service in the Straits Settlements, was successfully launched on the 5th inst. from the shipyard of Messrs. J. & A. Brown, of Glasgow, which firm we announced some months since had secured the contract.

We are informed that it is under consideration to appoint a Vice-Consul at Swatow, in addition to the Consul, to superintend the very large emigration that now takes place from that port. The Government might also consider the advisability of making a similar appointment at Amoy, where some officers would have almost as much work to superintend as his *consul* at Swatow would have.

The *Chinese Circular* contains the following:—The Prince of Wales received on the 4th inst. at Marlborough House his Royal Highness Prince Sushih (the late Prince of Siam, now King of Siam), who was accompanied by his Highness Prince Prinslow (the Chinese Minister), Major Duns, Governor of Siam, and Mr. E. F. Venn, British Consul-General at Siam. The Prince of Wales and the members of the suite who were present at his Royal Highness's arrival.

Sir Alexander and Lady Justice were witnesses, in one of the fields near Jerning Hall, to a fierce fight between a hare and a rook, about a hundred rods looking on as well. The sight was so strange, Sir Alexander wrote, and some of the rooks, who were in the field, the hare, in this case, being the victor, trampling on the body of the rook with a keen expression of his triumph. The hare, however, did not seem to be much affected by the result, but never till then saw the case reversed.

A statement has appeared in some of our contemporaries to the effect that the British fleet in Chinese waters was to be increased, which we understand is entirely erroneous. We believe, at present, there is no intention whatever of despatching any additional vessels to the East. It is possible that the Squadron might be reinforced, but the additions would probably be made by detaching some vessels already in commission on the East Indian and Mediterranean Station, and not by commissioning others from home.

Advises from Brindisport, May 13, state, with reference to the *Klondike*, which vessel was ashore on the outer reef off Dyer's Island, that there is no sign of any on board, and the raft is too rough to go off. The whole coast, from the *Klondike* to the *Yukon*, is now being provisioned. All the interior fittings of a large cabin, and about twenty cases marked "C.C." over "T.C." Shanghai. The boats have been ordered to be taken to the coast, with white covers on the bows. A small bag of herbs, marked "Peppergrass," placed across, glass, paraffin cases, &c., have been picked up.

At the Chinese Legation at Berlin there exists some uneasiness concerning the despatch of the ironclad *Ting Yuen*, recently built by the Valencian Company of Stettin, to the Chinese Government. The vessel is 1,100 tons, and is armed with 10 150 mm. guns. She attained a speed of 15.8 knots.

In the House of Commons, on the 1st June, Mr. Ashmead-Burton asked the Prime Minister, Mr. Gladstone, whether in view of the serious injury to British commerce which was caused by the Chinese Government's refusal to allow the *Ting Yuen* to be used for the purpose of the Chinese Government, Mr. Gladstone would consider the possibility of the Government taking steps to secure the vessel for the use of the British Government.

Mr. Gladstone replied that the Government were not prepared to take any steps to secure the vessel for the use of the British Government, but that they were prepared to take steps to secure the vessel for the use of the Chinese Government.

Mr. Gladstone further stated that the Government were not prepared to take any steps to secure the vessel for the use of the British Government, but that they were prepared to take steps to secure the vessel for the use of the Chinese Government.

Mr. Gladstone concluded by stating that the Government were not prepared to take any steps to secure the vessel for the use of the British Government, but that they were prepared to take steps to secure the vessel for the use of the Chinese Government.

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Mr. Francis said he only intended to mention that there was some dispute in the matter. The question of the *Ting Yuen* was a matter of some importance, and he thought it was worth mentioning.

Mr. Francis further stated that the Government were not prepared to take any steps to secure the vessel for the use of the British Government, but that they were prepared to take steps to secure the vessel for the use of the Chinese Government.

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Mr. Francis concluded by stating that the Government were not prepared to take any steps to secure the vessel for the use of the British Government, but that they were prepared to take steps to secure the vessel for the use of the Chinese Government.

Mr. Francis further stated that the Government were not prepared to take any steps to secure the vessel for the use of the British Government, but that they were prepared to take steps to secure the vessel for the use of the Chinese Government.

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no opportunity of expressing their dissent. Mr. Francis also stated that the Government were not prepared to take any steps to secure the vessel for the use of the British Government, but that they were prepared to take steps to secure the vessel for the use of the Chinese Government.

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Mr.

